REQUEST FOR INFORMATION
SP0600-03-R-0148

GENERAL INFORMATION

Document Type: Sources Sought Notice / Request for Information (RFI)

Posted Date: July 15, 2003

Issue Amendment: July 24, 2003

Response Date: August 8, 2003

Contracting Office: Defense Energy Support Center – Post Camps & Station
PC&S (DESC-PEC)
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Mail or fax responses to the Contracting Office by the response date indicated above.

DESCRIPTION:

Defense Energy Support Center (DESC), Post Camps & Station (DESC-PEC) issues this Request for Information (RFI) to assess the interest and capability of potential suppliers to deliver on an FOB Destination basis the following commodities into individual motor vehicles at designated sites for the United States Postal Service (USPS):

NSN#	Product	DESC Product Code
9130-00-148-7103	Gasoline, Regular Unleaded	MUR
9130-01-470-2024	Fuel Ethanol for Auto Engines	E85
9140-01-398-0697	Diesel Grade Low Sulfur No. 2-D	LS2

The contractor may have the ability to expand into the alternate fuel markets as the needs of the Postal Service grows. The scope of this request is for information purposes only. No contracts at this time will be awarded on the basis of the information provided in response to this RFI.

INFORMATION TO BE REQUESTED:

This RFI is issued as **notification** to potential trading partners that an amendment will be issued on **July 24, 2003**, requesting interested parties to submit their best estimated prices for all Line Items of interests. Details will be provided in that amendment providing instructions as to how suppliers should submit their offer(s).

The following chart provides a brief summary of the various locations that the USPS is considering conducting mobile truck-to-truck deliveries. At this time, DESC requests that no prices be submitted until directed to do so under the amendment of this RFI. **No contracts will be awarded on the basis of the information provided in response to this RFI.**

Areas of Interest for Conducting Truck-to-Truck Deliveries:

Locations of Interest for Truck-to-truck delivery				Total Gasoline		Total Diesel		Total Ethanol	
Site Name	City	State	Total Sites	Gallons	Vehicles	Gallons	Vehicles	Gallons	Vehicles
VMF - Birmingham	Brimingham	AL	71	1,752,140	1,465	212,640	69	0	0
VMF – Ft. Laurderdale	Ft. Lauderdale	FL	37	1,743,724	1,330	294,179	30	0	0

VMF - Ft. Myers	Ft. Myers	FL	22	814,710	568	0	0	0	0
VMF - Jacksonville	Jacksonville	FL	5	1,159,119	929	42,864	34	0	0
VMF - Mid-Florida	Orlando	FL	125	3,312,118	2,456	13,788	9	396,184	89
VMF – Miami	Miami	FL	INATD	3,322,500	2,080	23,708	38	287,425	568
VMF – Pensacola	Pensacola	FL	7	413,896	267	1,920	2	0	0
VMF – Sarasota	Sarasota	FL	15	556,854	541	3,378	15	0	0
VMF - St. Petersburg	St. Petersburg	FL	15	441,054	458	201,388	30	0	0
VMF - Tallahassee	Tallahasee	FL	5	225,225	175	2,250	14	0	0
VMF – Tampa	Tampa	FL	79	2,081,827	1,786	346,948	51	0	0
VMF - Marietta	Marietta	GA	4	380,214	250	9,453	8	0	0
VMF – Smyrna	Smyrna	GA	INATD	INATD	INATD	INATD	INATD	INATD	INATD
VMF – Monroe	Monroe	LA	2	61,440	52	0	0	0	0
VMF - New Orleans	New Orleans	LA	8	559,781	770	8,972	25	0	0
VMF - Shreveport	Shreveport	LA	5	185,760	181	10,368	2	0	0
VMF – Jackson	Jackson	MS	INATD	317,500	221	145,000	22	0	0
VMF - Kansas City	Kansas City	MO	18	177,632	253	1,046,552	107	302,848	325
				17,505,494	**13,782**	**2,363,408**	**456**	**986,457**	**982**

(INATD) – Information Not Available to Date

Environmental Requirement's:

The United States Postal Service requires that Mobile Fueling contractors that fuel truck to truck meet federal requirements (40 CFR, 112) for Oil Pollution Prevention and the Federal Clean Air Act. The following requirements must be met prior to the awarding of the on-site fueling contracts:

1) **Contractors must obtain a PE Certified Spill Prevention Control and Countermeasure Plan (SPCC). The USPS requires that all SPCC's are reviewed and approved by the Area Environmental Manager or a predetermined subordinate prior to final awarding and implementation of the fueling contract.**

The USPS requires that fuel vendor's maintain a current site-specific sitemap of each site serviced. Contractors may obtain a site map from the area facility or designated person, if available. The site maps must indicate storm drains, outfalls, and environmentally sensitive areas around the site and have a list of local emergency contacts for reporting a release. This information must be included in the SPCC. The SPCC can cover numerous USPS facilities, but can not exceed state or USPS area boundaries.

The fuel vendor's SPCC should identify procedures to immediately identify and respond to fuel spills and to ensure that releases are appropriately cleaned up and reported, if necessary. In addition the SPCC should include the following elements:

- Fuel handling practices include precautions to prevent spills and personnel training for proper handling of these materials. Precautions include the inspection of hoses, piping, hand pumps, fittings, valves and other equipment used to transfer the fuel;
- The use and maintenance of temporary diversions (i.e., temporary berms, booms, etc.) and clean-up equipment to be used by the vendor to address releases, inventory listed in SPCC;
- The SPCC should include a training program for the truck drivers. They are responsible for their spills and leaks, and for proper management of such releases;
- Spill reporting and record keeping procedures. Fuel vendor personnel should be responsible for reporting releases to the proper regulatory agency. The fuel vendor must maintain a log record of all releases and required clean-up actions.
- The fueling vendor should correctly position the fueling equipment to maximize containment in the event of a release (not over a storm drain or outfall).

In addition to the above requirements, the SPCC Plan should include the following pollution prevention procedures and best management practices:

- Cover storm drains or provide containment devices around outfalls;
- Observe transfer operation with facility management personnel and do not leave process unattended;
- Respond to spills and leaks from transfer equipment quickly;
- Utilize containers to collect spills prior to contacting ground or apron;
- Monitor hoses, fittings, and valves for leaks;
- Inspect system elements for efficiency and replace as needed;
- Utilize drip pans and adsorbent pads where fueling operations take place.

2) The contractor muyst meet all state and federal Department of Transportation requirements and provide proof of such compliance to the contracting officer upon request. The contractor should maintain all federal and state transportation and dispensing permits for their operations. **These will be copied to the contracting office prior to awarding the contract.**

3) Environmental requirements for fuel dispensing or transfer are within the jurisdiction of an Air Quality District or Board (usually a state agency). These organizations are implementing the Federal Clean Air Act requirements or possible more stringent regulations, depending if they meet or exceed federal standards. It is the responsibility of the fueling contractor to verify that their filling, transportation, and dispensing practices meet or exceed federal or state requirements. **This must be presented to the USPS Environmental Representative in perspective fueling areas in the form of a state agency letter authorizing service or declaring that operations meet state and federal expectations.**

The area governed by the regulatory agency could be a single county or several counties in a region. If the geographic area is classified as "non-attainment", meaning they do not meet federal guidelines for the National Ambient Air Quality Standards, it is likely there are no exemptions from vapor control or recovery requirements. Therefor filling and dispensing practices must involve additional training, equipment, and plan coverage.

4) Any spillage shall be immediately treated by the contractor's personnel in a manner that will cause no threat to the safety of any person or property. All spills must be handled in compliance with all local, state, and federal laws, regulations and other guidelines. The environmental compliance of this agreement is the responsibility of the contractor. Written spill plan must be submitted with proposal. Contractor must immediately notify the U.S. Postal Service of all spills.

Inspections: The USPS reserves the right to inspect contractor's tanker equipment for proper calibration without written notification whenever the Postal Service considers it necessary, including the right to take samples of product for analysis.

Holiday Deliveries: If delivery falls on a holiday, the delivery will be made as scheduled, unless other arrangements have been authorized by the Contracting Officer's Representative (COR).

Postal Service Holidays are as follows:

New Year's Day	M. L. King's Birthday	Washington's Birthday
Memorial Day	Independence Day	Labor Day
Columbus Day	Veterans Day	Thanksgiving Day
Christmas Day		

Delivery Schedules: Delivery schedules will be established at time of award. Normal delivery will consist of a two day per week delivery. Established delivery schedules must be adhered to. Any change, additions or deletions to the schedule shall be agreed to by both parties, (Postal Service and contractor). The U. S. Postal Service reserves the right to add additional delivery locations with a 30-day advance notice to the contractor. The new locations will be added reflecting current price as stated in the contract. The vehicles will be available for fueling between the hours of 6 P.M. and 7 A.M. Access to the vehicles will be established at award time.

Allocation of Product: In the event that it becomes necessary to allocate fuel supplies, the contractor and the Postal Service agree that purchases of fuel by the U. S. Postal Service, in the Postal Service's name by some other entity or in the contractor's name for the U S Postal Service shall be considered purchased by the U S Postal Service. In order to preserve fuel allocation, should one be needed, contractor agrees that purchases of fuel by contractor on the Postal Service behalf should show the U S Postal on the invoice as the entity for which the fuel was obtained.

Should any governmental entity charged with the allocation of fuel refuse to accept or recognize the U S Postal Service, the contractor shall obtain an allocation in its name and provide fuel to the U S Postal Service.

Report's to be Submitted by Contractor:

The contractor will be required to provide the following electronic reports. If a particular Post Office is not equipped to receive electronic reports; delivery information shall be provided on paper. Format of reports are as follows:

1. Weekly Vehicle Fuel Report **Due: Weekly**

Information Required:

Vehicle Number
Total Gallons Delivered
Date/Time of delivery and Location
Terminal/Rack Price of Product
Contract Service Fee Per Gallon
Federal Excise Tax

2. Documentation Verifying Rack Price of Product **Due: Weekly**
This shall be the average rack price.

3. Non-Service Report (Hand written report of any vehicle not serviced and reason why.)

Due: Left at site at time of delivery

4. ASCII File **Due: (To be determined)**

Information Required:

Vehicle Number
Total Gallons Delivered
Type of Product Delivered
Price of Product

Information contained in this electronic report will be downloaded into the U S Postal Service VMAS system.

Important Clauses:

C16.14 FUEL, ETHANOL (PC&S) (DESC FEB 2003)

Product shall conform to ASTM D 5798. ASTM D 5798 covers fuel blends for nominally 75 to 85 volume percent denatured fuel, ethanol, and 25 to 15 additional volume percent hydrocarbons. Fuel, ethanol, must meet all requirements of ASTM D 5798 specification, including the requirement that the minimum percentage of ethanol must be seasonally and geographically adjusted in accordance with Tables 1 and 2 of ASTM D 5798. The purpose of adjusting the ratio of ethanol to hydrocarbons is to ensure suitable vehicle operation under varying ambient temperature conditions applicable to the time and place of delivery. The National Stock Number applicable to this product grade is shown below.

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE
9130-01-470-2024	Fuel Ethanol for Automotive Spark-Ignition Engines
	(DESC 52.246-9FFG)

C16.18-17 GASOLINE, AUTOMOTIVE, UNLEADED(REGULAR/MIDGRADE/PREMIUM) (PC&S) (DESC JUL 1998)

Specification ASTM D 4814 applies with the following specific requirements:

(a) **EPA REQUIREMENTS FOR REFORMULATED GASOLINE (RFG).** If RFG is to be supplied , the product shall conform to ASTM D 4814 as modified by the Environmental Protection Agency requirements detailed in 40 CFR Part 80, "Regulation of Fuels and Fuel Additives; Standards for Reformulated and Conventional Gasoline; Final Rule," published in the February 16, 1994, Federal Register. In part, these regulations mandate that RFG must meet two performance requirements: no net increase in emissions of oxides of nitrogen versus the baseline gasoline marketed by a refiner in 1990; and a 15 percent reduction in emissions of volatile organic compounds (VOCs) versus the baseline gasoline marketed by a refiner in 1990. Further, these regulations mandate that RFG must meet three compositional requirements: 2.0 weight percent minimum oxygen; 1.0 volume percent maximum benzene; and no heavy metals (lead and manganese are examples of such metals). This fuel is not intended for use in the U.S.; therefore, it **shall not** contain any deposit control additives or detergents as otherwise required by the above regulations.

(b) **OCTANE RATING.** The Anti-Knock Index (AKI) shall be 87 minimum for regular, 89 minimum for midgrade, and 91 minimum for premium.

(c) **VOLATILITY CLASS**. The volatility class shall A-1 for Conventional Gasoline (Non-RFG) and AA-1 for RFG.

(d) **ADDITIVE REQUIREMENTS.** Additives and additive concentration shall be specified below. Application for approval of additives not listed below should be made to DESC-BP.

(1) **OXYGENATE.**

(i) If an oxygenate is required (per (a) above), the oxygenate shall be methyl tertiary-butyl ether (MTBE). Reformulated gasoline shall not contain ethanol or methanol. Ethanol or methanol is unacceptable long-term storage application.

(ii) Blending of permissible oxygenate into gasoline shall be accomplished by mechanical mixing or agitation in a tank, or by in-line blending, prior to loading the product into transport equipment, and the resultant product must meet contract requirements.

(2) **OXIDATION INHIBITOR.** The gasoline shall contain the oxidation inhibitor AO-22 (marketed by OCTEL America of Newark, DE) at a level of 15 pounds of active ingredient per 1000 barrels of gasoline.

(3) **METAL DEACTIVATOR.** The gasoline shall contain the metal deactivator DMD-2 (marketed by OCTEL America of Newark, DE) at a level of 3 pounds of active ingredient per 1000 barrels of gasoline.

(4) **CORROSION INHIBITORS.** An approved corrosion inhibitor may be added. Any corrosion inhibitor used shall be a product that is qualified under MIL-I-25017. The quantity added shall not exceed the maximum approved in the qualified products list (QPL-25017).

(e) **OXIDATION STABILITY.** The induction period before onset of product degradation as measured by the ASTM D 525 oxidation stability test shall be 480 minutes minimum.

(f) **WATER INTOLERANCE.** The maximum temperature for phase separation as determined by the water tolerance test (ASTM D 4814, Annex A1) shall be 10^{O}C.

(DESC 52.246-9FJQ)

C16.69 FUEL SPECIFICATIONS (PC&S) (DESC FEB 2002)

Supplies delivered under this contract shall conform to all Federal, State, and local environmental requirements applicable to the geographic location of the receiving activity on the date of delivery. The list of such requirements contained in this contract is not intended to be a complete list, and the Contractor shall be responsible for determining the existence of all such requirements at the time deliveries are made. Selected regional environmental requirements are highlighted in the SPECIFICATIONS (CONT'D) clause. In the event that a Federal, State, or local environmental requirement is more stringent than a specification contained in this contract, the Contractor shall deliver product that complies with the more stringent requirement. Product that fails to meet the more stringent requirement will be considered to be a nonconforming supply. Product(s) to be supplied shall fully meet the requirements of the applicable specification(s) as cited below.

NOTE: Gasoline, gasohol and reformulated gasoline Reid Vapor Pressure (RVP) specification requirements are seasonal and vary geographically throughout the United States. Therefore, Contractors are expected to know the local, State, or Federal RVP requirements of areas being supplied and comply with those requirements.

(a) **GASOLINE, AUTOMOTIVE, UNLEADED, GRADES REGULAR, MIDGRADE, AND PREMIUM.** Product shall conform to ASTM D 4814, as modified below.

(1) **OCTANE REQUIREMENTS.**

(i) Unleaded automotive gasoline shall meet the Anti-Knock Index (AKI) requirements shown in the table below.

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	AKI, MINIMUM
9130-00-148-7103	Gasoline, Regular Unleaded	MUR	87
9130-01-272-0983	Gasoline, Midgrade Unleaded	MUM	89
9130-00-148-7104	Gasoline, Premium Unleaded	MUP	91

(ii) Reductions for altitude and seasonal variations are allowed for all AKI values in accordance with figures X1.2 and X1.3 of ASTM D 4814.

(iii) For regular unleaded gasoline, in addition to an AKI of 87 minimum, the MON must not be less than 82.

(2) **OXYGENATE REQUIREMENTS.**

(i) In order to achieve minimum/maximum oxygen content limits specified per Federal, State, and local environmental requirements, supplies shall only include oxygenates that are permitted by environmental regulations applicable to the time and place of delivery.

(ii) Blending of oxygenates into gasoline to meet oxygenated fuel requirements shall be accomplished by mechanical mixing or agitation in a tank, or by in-line blending, prior to loading the product into transport equipment, and the resultant product must beet contract requirements.

(3) See the SPECIFICATIONS (CONT'D) clause for additional regional gasoline requirements.

(b) **GASOHOL, AUTOMOTIVE, UNLEADED, GRADES REGULAR, MIDGRADE, AND PREMIUM.** Products shall conform to Commercial Item Description (CID) A-A-52530 dated October 10, 1995, as modified below. In accordance with Executive Order 12261 of January 5, 1981, "Gasohol in Federal Motor Vehicles," Gasohol may be considered an acceptable substitute for Unleaded Gasoline. The Unleaded Gasoline items that permit the substitution of Gasohol are identified in the Schedule. Contractors are required to state, for each line item in their offer, whether Gasohol will be provided. Contractors will not be permitted to substitute Unleaded Gasoline under line items awarded as gasohol.

Also, Contractors are not permitted to substitute gasohol for gasoline under line items awarded as gasoline, except when Government regulations mandate use of fuel containing an oxygenate for control of carbon monoxide pollution.

(1) **OCTANE REQUIREMENTS.**

(i) Unleaded automotive gasohol shall meet the AKI requirements shown in the table below.

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	AKI, MINIMUM
9130-01-090-1093	Gasohol, Regular Unleaded	GUR	87
9130-01-355-2393	Gasohol, Midgrade Unleaded	GUM	89
9130-01-090-1094	Gasohol, Premium Unleaded	GUP	91

(ii) Reductions for altitude and seasonal variations are allowed for all AKI values in accordance with figures X1.2 and X1.3 of ASTM D 4814.

(iii) For regular unleaded gasohol, in addition to an AKI of 87 minimum, the MON must not be less than 82.

(2) **OXYGENATE REQUIREMENTS.**

(i) Ethanol concentration shall be between 9 and 11 volume percent.

(ii) Blending of ethanol into gasoline to make gasohol shall be accomplished by mechanical mixing or agitation in a tank, or by in-line blending, prior to loading the product into transport equipment, and the resultant product must meet contract requirements.

(3) See the SPECIFICATIONS (CONT'D) clause for additional regional requirements affecting gasohol.

(c) **REFORMULATED GASOLINE, AUTOMOTIVE, UNLEADED, GRADES REGULAR, MIDGRADE, AND PREMIUM.** Product shall conform to ASTM D 4814 , as modified by the Environmental Protection Agency (EPA) requirements detailed in 40 CFR Part 80 - "Regulation of Fuels and Fuel Additives; Standards for Reformulated and Conventional Gasoline; Final Rule," published in the February 16, 1994 Federal Register. In part, these regulations mandate that Phase II complex model reformulated gasoline must meet three emissions performance requirements when compared to the baseline gasoline marketed by a refiner in 1990: a 27 percent reduction in emissions of volatile organic compounds (VOCs), a 22 percent reduction in emissions of toxic pollutants, and a 7 percent reduction in emissions of oxides of nitrogen (NOx). Further, these regulations mandate that Phase II complex model reformulated gasoline must meet three compositional requirements: 1.5 weight percent minimum oxygen; 1.3 volume percent maximum benzene; and no heavy metals (lead and manganese are examples of such metals).

(1) **OCTANE REQUIREMENTS.**

(i) Reformulated gasoline shall meet the AKI requirements shown in the table below.

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	AKI, MINIMUM
9130-01-388-4080	Reformulated Gasoline, Regular	MRR	87
9130-01-388-4513	Reformulated Gasoline, Midgrade	MMR	89
9130-01-388-4524	Reformulated Gasoline, Premium	MPR	91

(ii) Reductions for altitude and seasonal variations are allowed for all AKI values in accordance with figures X1.2 and X1.3 of ASTM D 4814.

(2) **OXYGENATE REQUIREMENTS.**

(i) In order to achieve minimum/maximum oxygen content limits specified per Federal, State; and local environmental requirements, suppliers shall only include oxygenates that are permitted by environmental regulations applicable to the time and place of delivery.

(ii) Blending of permissible oxygenate into reformulated gasoline shall be accomplished by mechanical mixing or agitation in a tank, or by in-line blending, prior to loading the product into transport equipment, and the resultant product must meet contract requirements.

(3) See the SPECIFICATIONS (CONT'D) clause for additional regional reformulated gasoline requirements.

(d) **DIESEL FUEL.** ALL FACILITIES REQUIRING DIESEL FUEL FOR ON-HIGHWAY USE SHALL BE SUPPLIED PRODUCT WITH A MAXIMUM SULFUR CONTENT OF 0.05 WEIGHT PERCENT.

(1) **APPLICABLE TO ALL DIESEL GRADES.**

(i) **ADDITIVES.**

(A) A fuel stabilizer additive conforming to MIL-S-53021 may be blended into the fuel to improve the suitability of fuel for long term storage. Permissible additive concentrations are specified in the latest revision of QPL-53021.

(B) A corrosion inhibitor/lubricity improver additive may be blended into the fuel to inhibit corrosion and improve fuel lubricity. Permissible additive concentration limits are specified in the latest revision of QPL-25017.

(C) A fuel system icing inhibitor may be blended into the fuel to purge small quantities of water from the fuel and prevent the formulation of ice crystals. The additive concentration shall not exceed 0.15 volume percent when tested in accordance with the ASTM method D 5006.

(ii) **BLENDING.** Blending one grade of diesel fuel with another grade, or other compatible components, to produce a different grade or a variation within a grade is permitted. However, such blending shall be accomplished by mechanical mixing or agitation in a tank, or in-line blending, prior to loading the product into transport equipment, and the resultant product must meet all the requirements of the desired fuel.

(iii) **CLOUD POINT.** Unless a more restrictive cloud point limit is specified in the contract schedule, the cloud point shall be equal to or lower than the tenth percentile minimum ambient temperature specified in Appendix X4 of ASTM D 975.

(iv) **DYE.** As a means of identification, the Internal Revenue Service (IRS) requires that a red dye, identified as Solvent Red 164 (alkyl derivatives of azo benzene azo naphthol), must be added to all nontaxable diesel and all nontaxable kerosene used for purposes other than military jet fuel. The definitions of diesel and kerosene are provided in 26 CFR Section 48.4081-1. The minimum concentration is provided in 40 CFR Part 80.

(2) **APPLICABLE TO GRADES DL2, DL1, DLS, DLW, DF2, AND DF1 ONLY.** Product shall conform to the Commercial Item Description A-A-52557A, Fuel Oil, Diesel, For Posts, Camps, and Stations, dated January 16, 2001. Fuel stabilizer additive, corrosion inhibitor/lubricity improver, and fuel system icing inhibitor are not mandatory additives. Product classification is shown below.

LOW SULFUR GRADES

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	MAXIMUM SULFUR CONTENT	RED DYE
9140-00-000-0184	Grade Low Sulfur No. 2-D	DL2	0.05 wt%	No
9140-00-000-0185	Grade Low Sulfur No. 1-D	DL1	0.05 wt%	No
9140-01-413-7511	Grade Low Sulfur No. 2-D	DLS	0.05 wt%	Yes
9140-01-412-1311	Grade Low Sulfur No. 1-D	DLW	0.05 wt%	Yes

HIGH SULFUR GRADES

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	MAXIMUM SULFUR CONTENT	RED DYE
9140-00-286-5294	Grade No. 2-D	DF2	0.50 wt%	Yes
9140-00-286-5286	Grade No. 1-D	DF1	0.50 wt%	Yes

(3) **APPLICABLE TO GRADES LS2, LS1, LSS, LSW, HS2, AND HS1 ONLY.** Product shall conform to commercial specification ASTM D 975. In accordance with this specification, product shall be visually free of undissolved water, sediment, and suspended matter. Product classification is shown below:

LOW SULFUR GRADES

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	MAXIMUM SULFUR CONTENT	RED DYE
9140-01-398-0697	Grade Low Sulfur No. 2-D	LS2	0.05 wt%	No
9140-01-398-1130	Grade Low Sulfur No. 1-D	LS1	0.05 wt%	No
9140-01-413-4919	Grade Low Sulfur No. 2-D	LSS	0.05 wt%	Yes
9140-01-413-7494	Grade Low Sulfur No. 1-D	LSW	0.05 wt%	Yes

HIGH SULFUR GRADES

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	MAXIMUM SULFUR CONTENT	RED DYE
9140-01-398-1395	Grade No. 2-D	HS2	0.50 wt%	Yes
9140-01-398-1422	Grade No. 1-D	HS1	0.50 wt%	Yes

(4) **APPLICABLE TO DIESEL GRADE #1 ONLY.** DESC frequently requires #1 diesel fuel grades when it is anticipated that the fuel may be exposed to temperatures below 10 degrees Fahrenheit (-12 degrees Celsius). This product shall conform to ASTM Specification D 975 or CID A-A-52557. Contractors electing to deliver kerosene to meet #1 diesel fuel requirements must--

(i) Provide certification to the Contracting Officer prior to 1 October of each year that the kerosene will meet #1 diesel fuel specifications, including specifically, viscosity and cetane index; **AND**

(ii) For each delivery, submit relevant documents (delivery tickets, bills of lading, etc.) indicating that #1 diesel fuel is being delivered.

(e) **FUEL OIL, BURNER, GRADES 1, 2, 4(LIGHT), 4, 5(LIGHT), 5(HEAVY), AND 6 (VIRGIN FUEL OILS).** Product shall conform to ASTM D 396, as modified by the requirements of paragraphs (1) through (7) below. Product classification is shown in the table below.

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	RED DYE

9140-00-247-4366	Fuel Oil, Burner 1	FS1	Yes
9140-00-247-4365	Fuel Oil, Burner 2	FS2	Yes
9140-01-107-6139	Fuel Oil, Burner 4 (Light)	FL4	Yes
9140-00-247-4360	Fuel Oil, Burner 4	FS4	No
9140-01-058-4431	Fuel Oil, Burner 5 (Light)	FL5	No
9140-00-247-4359	Fuel Oil, Burner 5 (Heavy)	FS5	No
9140-00-247-4354	Fuel Oil, Burner 6	FS6	No

(1) These residual grades of burner fuel oil (Grades 4, 4(Light), 5(Light), 5(Heavy), and 6) shall consist of fossil-derived hydrocarbon stock. They may not contain used oil or other recycled petroleum components.

(2) **SULFUR REQUIREMENT.** Refer to the Schedule for the maximum allowable sulfur content of Burner Oil, Grades 4, 4(Light), 5(Light), 5(Heavy), and 6. The maximum allowable sulfur content for Burner Oil, Grades 1 and 2, shall be 0.5 weight percent or State/local environmental requirements, whichever is more stringent.

(3) **NITROGEN REQUIREMENT.** The nitrogen content shall be tested using ASTM D 3228, Total Nitrogen in Lubricating Oils and Fuel Oils by Modified Kjeldahl Method, or ASTM D 4629, Trace Nitrogen in Liquid Petroleum Hydrocarbons by Chemiluminescence Detection. The nitrogen content is used to determine nitrous oxide (NOx) emissions in boiler systems as determined by State/local environmental agencies. The requirement applies for line items with burner oil #4, burner oil #5 (heavy), burner oil #5 (light), and burner oil #6. The Contractor is required upon request from the Government to provide a copy of the test report, within two working days, that states the actual nitrogen content of fuel delivered.

(4) Blending of various compatible grades of burner oil to produce an intermediate grade is permitted; however, such blending shall be accomplished by mechanical mixing or agitation in a tank, or by in-line blending, prior to loading the product into transport equipment, and the resultant product must meet all the requirements of the grade produced.

(5) The maximum allowable ash content for Burner Oil, Grade 6, shall be .50 weight percent using ASTM D 874, Standard Test Method for Sulfated Ash from Lubricating Oils and Additives.

(6) Under United States regulations, Grades No. 1, 2, and 4 (Light) are required by 40 CFR Part 80 to contain a sufficient amount of the dye Solvent Red 164 so its presence is visually apparent. At or beyond terminal storage tanks, they are required by CFR Part 48 to contain the dye Solvent Red 164 at a concentration spectrally equivalent to 3.9 pounds per thousand barrels of the solid dye standard Solvent Red 26.

(7) **APPLICABLE TO FUEL OIL, BURNER, GRADE #1 ONLY**. This product shall conform to ASTM D 396. Contractors electing to deliver kerosene (red dye) to meet #1 burner oil requirements must--

(i) Provide certification to the Contracting Officer prior to 1 October of each year that the kerosene will meet #1 burner oil specifications, including specifically, viscosity, distillation, density and pour point; AND

(ii) For each delivery, submit relevant documents (delivery tickets, bills of lading, etc.) indicating that #1 burner oil is being delivered.

(iii) All kerosene delivered to meet #1 burner oil must be tax free, i.e., dyed in accordance with IRS regulations.

(f) **FUEL OIL, BURNER, CONTAINING RECYCLED USED OILS, GRADES 4, 4(LIGHT), 5, 5(LIGHT), AND 6.** Product shall conform to ASTM D 396, as modified by the requirement of paragraphs (1) through (7) below. Product classification is shown in the table below.

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	RED DYE
9140-01-468-9083	Fuel Oil, Burner 4 (Light)	R4L	Yes
9140-01-468-9135	Fuel Oil, Burner 4	RF4	No
9140-01-468-9157	Fuel Oil, Burner 5 (Light)	R5L	No
9140-01-468-9147	Fuel Oil, Burner 5 (Heavy)	RF5	No
9140-01-468-9164	Fuel Oil, Burner 6	RF6	No

(1) **SULFUR REQUIREMENT.** Refer to the Schedule for the maximum allowable sulfur content of Burner Oil, Grades 4, 4(Light), 5(Light), 5(Heavy), and 6. The maximum allowable sulfur content for Burner Oil, Grades 1 and 2, shall be 0.5 weight percent or State/local environmental requirements, whichever is more stringent.

(2) **NITROGEN REQUIREMENT.** The nitrogen content shall be tested using ASTM D 3228, Total Nitrogen in Lubricating Oils and Fuel Oils by Modified Kjeldahl Method, or ASTM D 4629, Trace Nitrogen in Liquid Petroleum Hydrocarbons by Chemiluminescence Detection. The nitrogen content is used to determine nitrous oxide (NOx) emissions in boiler systems as determined by State/local environmental agencies. The requirement applies for line items with burner oil #4, burner oil #5 (heavy), burner oil #5 (light), and burner oil #6. The Contractor is required upon request from the Government to provide a copy of the test report, within two working days, that states the actual nitrogen content of fuel delivered.

(3) These residual grades of burner fuel oil (Grades 4, 4(Light), 5(Light), 5(Heavy), and 6) shall consist of fossil-derived hydrocarbon stock. The product shall meet the following additional requirements:

	ALLOWABLE CONSTITUENT/PROPERTY	TEST METHOD [1]	REQUIRED DETECTION LIMIT	MAXIMUM LEVEL
1.	Arsenic	EPA SW-846 6010 [2,3,4]	0.5 ppm max	5 ppm max
2.	Cadmium	EPA SW-846 6010 [2,3]	0.2 ppm max	2 ppm max
3.	Chromium	EPA SW-846 6010 [2,3]	1.0 ppm max	10 ppm max
4.	Lead	EPA SW-846 6010 [2,3]	10 ppm max	100 ppm max
5.	Total Halogens	EPA SW-846 5050/9056[5]	NA	1000 ppm max
6.	Flash Point	ASTM D 93	NA	100^{O}F (38^{O}C) min

NOTES:

1. Choose the appropriate sample preparation method as outlines in EPA SW-846, in order to achieve required detection limits.

2. Background correction must be performed for test method 6010. Laboratory control sample(s) (LCS) containing target analytes must be run for each Quality Control (QC) batch. The LCS must be matrix matched and made with commercially available National Institute of Standards and Technology (NIST) traceable organo-metallic standards. LCS recovery must fall between 80-120 percent. Adherence to all required method QC must be documented and available for review.

3. If the required detection limit of 0.5 ppm cannot be achieved by test method 6010, test method 7060 may be used in order to achieve that requirement. Background correction must be performed. Zeeman or Smith-Hieftje interference correction will be used. Deuterium interference correction will not be accepted under any circumstance. An analytical spike must be performed for each sample. LCS must be prepared and analyzed as outlined in Note 2 above. Adherence to all required method QC must be documented and available for review.

4. Test method 6020 may be used in place of test method 6010. LCS must be prepared and analyzed as outlined in note 2 above. Adherence to all required method QC must be documented and available for review.

5. A bomb blank must be run and analyzed for each QC batch. A LCS of an NIST traceable organic chloride must be run with each QC batch. LCS recovery must fall between 80-120 percent. Adherence to all required method QC must be documented and available for review.

(4) The above specification requirements reflect the Federal EPA specifications for used oil contained in 40 CFR Parts 266 and 279. If State or local requirements for used oil are more stringent, the fuel oil offered will be required to comply with such. Copies of SW-846 (Test Method for Evaluating Solid Waste) can be obtained from the U.S. Government Printing Office, Washington, DC 20422, stock number 955-001-00000-1. Test methods must be run by a State certified laboratory.

(5) The supply of off-specification used oil as described in EPA regulations, 40 CFR Parts 266 and 279, is not acceptable.

A CONTRACTOR WILL NOT BE PERMITTED TO SUPPLY PRODUCT CONTAINING USED OIL UNLESS (1) IT DISCLOSED IN ITS OFFER THAT PRODUCT WOULD CONTAIN USED OIL, AND (2) THE SUPPLY OF PRODUCT CONTAINING USED OIL IS APPROVED BY THE CONTRACTING OFFICER. CONTRACT AWARD DOCUMENT WILL SERVE AS THE CONTRACTING OFFICER'S APPROVAL TO SUPPLY USED OIL.

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[ ] The offeror represents that it will provide certified test reports with associated QC documents validating EPA used oil standards, contained in 40 CFR Parts 266 and 279, or State/local requirements, whichever is more stringent, for all contract deliveries under the line items identified above to--

ATTN: DESC-BPE ROOM 2954
DEFENSE ENERGY SUPPORT CENTER
8725 JOHN J KINGMAN ROAD SUITE 4950
FORT BELVOIR VA 22060-6222

Offeror's EPA Identification Number: _____

(6) Blending of various compatible grades of burner oil to produce an intermediate grade is permitted; however, such blending shall be accomplished by mechanical mixing or agitation in a tank, or by in-line blending, prior to loading the product into transport equipment, and the resultant product must meet all the requirements of the grade produced.

(7) The maximum allowable ash content for Burner Oil, Grade 6, shall be .50 wt %, using ASTM D 874, Standard Test Method for Sulfated Ash from Lubricating Oils and Additives.

(g) **KEROSENE.** Product shall conform to ASTM D 3699. Classification of product is shown below.

LOW SULFUR GRADES

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	MAXIMUM SULFUR CONTENT	RED DYE
9140-01-292-4460	Kerosene, Grade No. 1-K	KS1	0.04 wt% max	No
9140-01-461-3989	Kerosene, Grade No. 1-K	KSR	0.04 wt% max	Yes

HIGH SULFUR GRADES

NATIONAL STOCK NUMBER	PRODUCT NOMENCLATURE	DESC PRODUCT CODE	MAXIMUM SULFUR CONTENT	RED DYE
9140-00-242-6748	Kerosene, Grade No. 2-K	KSN	0.30 wt% max	Yes

NOTE: The IRS requires taxation of No. 1-K and No. 2-K kerosene upon removal from the terminal unless the kerosene is indelibly (cannot be removed) dyed or used for military jet fuel. These requirements, part of 26 CFR 48 - Manufacturers and Retailers Excise Taxes, were published in the July 1, 1998, Federal Register. Only undyed (taxable) No. 1-K kerosene is suitable for use in nonflued (unvented) kerosene burner appliances. No. 2-K kerosene (dyed or undyed) is unsuitable for nonflued (unvented) kerosene burner appliances.

The color test requirement is deleted if red dye has been added in compliance with IRS regulations; however, the resulting fuel/dye blend must have a red tint.

(DESC 52.246-9FW5)